

ICE BLOCKS THE BAY AND RIVERS.

Ferry-Boats Stalled in Pack and All Traffic Suspended.

THE TEMPERATURE.

7 A. M.	12
8 A. M.	12
9 A. M.	10
10 A. M.	10
11 A. M.	17
12 M.	17
1 P. M.	18
2 P. M.	20
3 P. M.	20

COLD WEATHER WILL CONTINUE.

Forecast for the thirty-six hours ending 8 P. M. Thursday: Fair and continued cold to night and Thursday; high northwest winds and gales.

The strong northwest gale this afternoon broke up the ice pack in the bay and released the ferry-boats. The ice was driven at a three-mile gait up the East River, clogging it from shore to shore.

Fast in the ice of bay and rivers thousands of men and women suffered for hours the fate of arctic explorers.

There was peril as well as discomfort in their situation.

Without food or water the outlook for several hundred people on a ferry-boat in ice too thick to navigate, yet not secure enough to walk on, was disquieting.

They were as effectually cut off from help as if they had been at the North Pole.

Gradually the coal supply be-

came exhausted and the heat in the cabins failed.

Powerful tugs tried hard to help them, but in some cases it was four or five hours before the drifts could be penetrated and the piers gained.

One man was blown out to sea on a scow during the early hours of the morning. The cable which held the scow to the tug Hallenbeck parted when the boats were between Scotland Light and Sandy Hook Lightship.

It may soon be possible to walk from Manhattan to Brooklyn, as the weather forecaster announces that the northwest winds which have caused the ice jam in the East River and bay will continue for several days.

The East River was frozen over completely in 1872, so that skating was possible. About fourteen years ago it was frozen enough for people to cross on the ice.

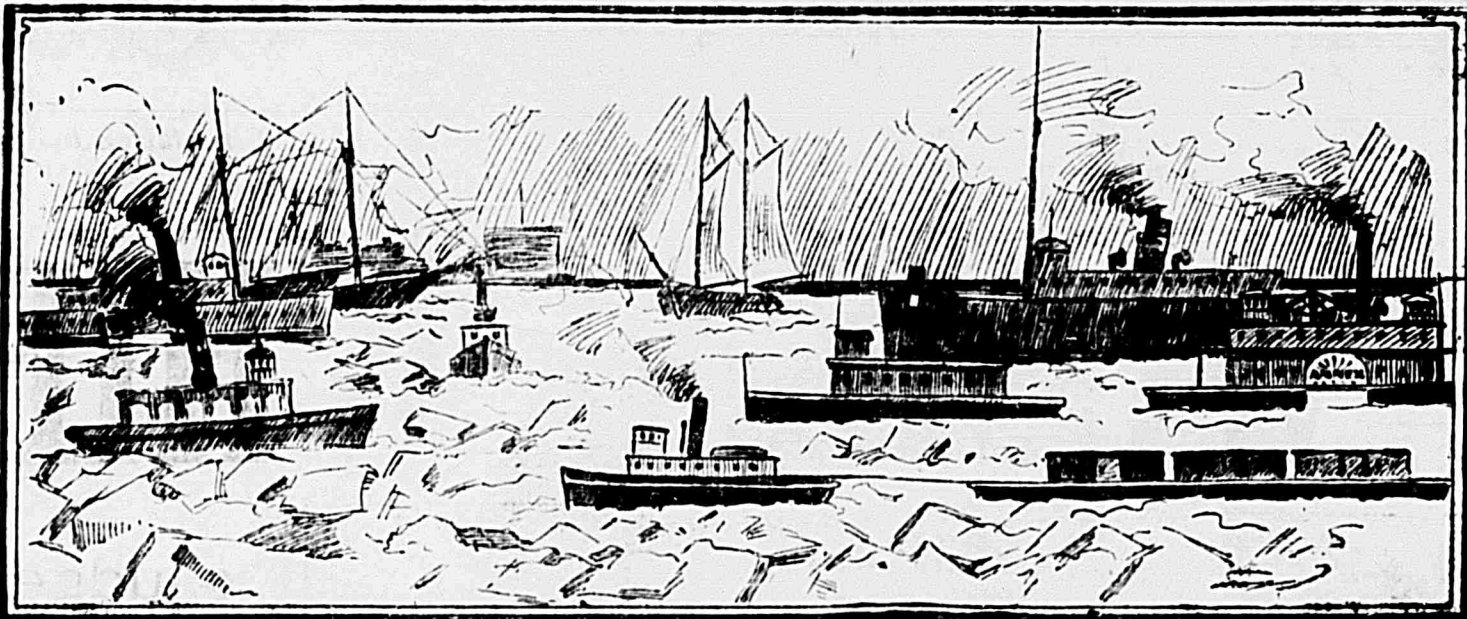
COLDEST DAY; ICE BLOCKADE.

New York Harbor is nearer ice-locked than any time within the memory of the present generation.

At noon today a narrow slit of blue off Central park, stretching along the Jersey coast, just west of Ellis Island, showed the only clear place in the bay. All else from the sea wall at the Battery to Liberty, Ells and Governor's Island was a solid sheet of ice.

It had the rough, fantastic surface of an Arctic flow. Driven down North River and the Sound by the sixty-mile-an-hour gale, it encountered the incoming tide at the head of the bay and was held solid and high.

Many passengers were caught between shores. It looked as if, should they not get to land by nightfall, the ice would



ICE-LOCKED VESSELS OFF THE BATTERY.

be firm enough to allow them to walk ashore.

Down in the Narrows the ice piled and gorged under the pressure of the wind. At noon it was impassable even to ocean-going craft, and New York Harbor was icebound in an Arctic sea.

Shipping Paralyzed.

The paralysis of the shipping industry of the greatest port in the New World directly affects the business of the city proper.

First, the thousands that cross to and from South Brooklyn by ferries are forced to ride to the Bridge and try to get to New York by the already congested Bridge service.

Again, the thousands that go to work in Jersey or come from there to daily vocations in New York will be forced to remain here while the North River is locked. This will congest the hotel and restaurant accommodations of the lower end of the city.

Many lines of activity will be interrupted by the suspension of shipping and the curtailment of ferry transportation. An immense trucking industry will subsist while the ferries are closed. Staten Island, if the gorge continues for any length of time, may be seriously crippled for provisions.

Long Island, Staten Island and the Jersey coast line facing the bay will be cut as inaccessible to New York City as if they were in the remote Arctic regions.

The clerical force at Governor's Island was unable to get to their desks before

noon. The General Hancock, which plies between Port Columbia and the Battery for the benefit of the War Department employees, started from the island at 4 o'clock and docked three hours later.

Traffic Suspended.

After 3 o'clock traffic was suspended on the Staten Island, Thirty-ninth Street, Liberty Island and Whitehall ferries. Three boats bearing passengers were stuck fast to the ice, and half a dozen boats that left their slips in Brooklyn and Staten Island as early as 5 o'clock did not succeed in landing their frightened and frozen passengers until after 5 o'clock.

The side-wheel boats West Brooklyn and South Brooklyn, which left the foot of Thirty-ninth street shortly after 5 o'clock, got only 20 feet off shore when the ice closed in about them and held them fast.

At 5:15 the four iron-hulled boats, the Robert Garrett of the Staten Island, the Robert Garrett of the Staten Island, the Robert Garrett of the Staten Island, and the Robert Garrett of the Staten Island, were stuck fast to the ice.

Truckmen and passengers waiting to make the return trip were told that the boats would run no more today.

The Pierpont, which left the foot of Atlantic avenue with a great throng of passengers and trucks at 7 o'clock, got within a hundred feet of the Manhattan shore at 9 o'clock. The tug Ainslie Dwyer threw her line, several big tugs were hauled against her stern, and with a big pull and a push

she was jammed into her slip and her passengers landed. The boat exhausted her water supply on the trip and laid up for the day.

The Bay Ridge, a powerful tug of the Lighthouse Service, plying between the Battery and Liberty Island, put off from the island at 7 o'clock, and is now stuck fast 50 feet off the New York shore. It is the first time the boat has been caught, as her propelling works are unusually powerful.

On board the tug are a party of recruits for the Seventh Cavalry, who were to sail today from Brooklyn on the transport Sedgewick for the Philippines.

The big Mallory line steamer Concho left Quarantine at 8 o'clock this morning and got up the bay as far as Liberty Island, where she stuck fast. Her passengers had a day's wait in sight of land before they could reach the dock at the foot of Wall street.

Hardly fifty feet off the Battery was the big sea going revenue cutter Calumet that intended to go down the bay but stuck fast when she was barely a boat's length off shore.

The Robert Garrett of the Staten Island line came over with a heavy passenger list and was hemmed in for an hour three hundred feet off the shore.

Her companion the Castleton, a screw propeller, cut a way to her and dragged her to the Liberty Island pier, where her passengers were landed.

Passengers from Jersey City and Hoboken were landed at the ferry slips at Cortlandt and Liberty streets from fer-

ries to sixty minutes after they left Jersey shore.

Advices from up the State indicate that the worst blizzard of recent years extends from Rochester to Utica and from Watertown to Ithaca. Travel in the country is prevented by drifts of snow ten feet high, and traffic on all the railroads is delayed. Many villages are cut off from all communication with the outside world except by wire.

Few trains from the West reached New York on time this morning and local trains were usually delayed.

The Thirty-ninth street and Hamilton avenue ferries were abandoned for the day. Signs on the gates announced "No boats." The prospects of digging the craft out of the jam for these lines were not encouraging.

The following despatch was received today at the Local Weather Bureau from Washington, D. C.: "Steamers sailing west from European ports today will encounter hard southwesterly gales over mid-sea. Steamers sailing east will have strong northwesterly winds and low temperatures to the Grand Banks."

"WILLIS L. MOORE."

SEARCHES SEA; MAN ADRIFT.

The tug Hallenbeck put out to sea this morning to search for the missing scow which was blown overboard by the storm. The tug was accompanied by the tugboat "Olsen," Robert W. Sparkman, who was in charge of the other and leading scow.

Gale Sends Massed Ice Up the East River at Three-Mile Gait.

was taken before his employers, the Morris & Cummings Dredging Company, today, and there forced to make affidavit of the circumstances of the accident. He said his and Olsen's scow had been towed tandem, when off the Scotland Lightship he noticed that Olsen's scow was adrift, and he tried to signal the captain of the Hallenbeck. He was unable to get any response from him. He added that a tug coming in saw Olsen's plight and tried to signal to the Hallenbeck's captain with repeated blows of the tug's whistle, but without avail.

Company officers say they believe Olsen will turn up all right, as he had "plenty of water," and, they think, "some lunch."

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